

**Connections 2030 Meeting with the Wisconsin Paper Council**  
**Tuesday, September 14, 2004**  
**10:00-11:30 a.m.**

**People in Attendance**

**Wisconsin Paper Council members**

Joe McGonigle, Stora Enso North America  
Dan Sullivan, Stora Enso North America  
Craig Dickman, Paper Transport, Inc  
Molly VandenHeuvel, Proctor & Gamble  
Kim Jadin, Appleton Coated, LLC  
Laura Loewenhagen, Appleton Coated, LLC  
Orville Swagel, Green Bay Packaging  
Tom Galloy, Packaging Corporation of America  
Bruce Ridley, Packaging Corporation of America  
Pat Schillinger, Wisconsin Paper Council  
Mike Regan, Stora Enso North America

Pam Pelishek, International Paper  
John Anderson, International Paper  
Michael Moore, Georgia Pacific  
Peter Thillman, City of Green Bay  
Peter Coutu, International Paper  
Alan Steffen, Badger Paper  
Dave Kluesner, International Paper  
Robert Kubrisiak, Stora Enso NA  
John Ramassini, Tomahawk Railway

**Wisconsin DOT**

Casey Newman  
Jonquil Johnston

**1. Overview of WisDOT's meeting purpose and WisDOT's long-range plan, Connections 2030, by WisDOT staff:** The meeting began at 10:15. Casey Newman, WisDOT, gave an overview of WisDOT's long-range plan Connections 2030. WisDOT is seeking input on transportation planning issues from larger Wisconsin cities at this point. Connections 2030 is scheduled to be completed in 2006.

**2. Gathering of input from the Wisconsin Paper Council:** The Wisconsin Paper Council reminded the members of their strong anti-trust policy (a copy of which was in each member's meeting packet) and asked that the policy guide their public and private conversations during the meeting. Discussion focused on the following issues:

**a. Inbound/Outbound Imbalance**

Members of the Wisconsin Paper Council noted they would like to see more efforts within their industry to optimize the use of carriers. They noted the prices for freight shipments are increasing and one way to reduce costs would be to more efficiently manage inbound and outbound hauling. The loss of rail options has increased the inbound/outbound imbalance, which raises overall freight costs (and increases reliance on trucking). They see a more viable intermodal market offering solutions.

**b. Weight Issues**

Some members expressed their feelings that Wisconsin weight regulations are more restrictive than other states in the U.S. Adjacent states such as Michigan have different weight schedules. The differences in weight regulations can impact Wisconsin's manufacturers' competitiveness in the national market. Members felt state government should look at the issue of weight and length limits. Several members indicated they would be pursuing legislation this session to address the

weight issue.

### **c. Rail**

Some members stated they felt the state lacks a rail policy from an economic perspective. Viable and affordable rail options are needed to make Wisconsin manufacturers competitive. Trucking needs to be combined with rail (and other modes) to meet demand. Council members encouraged WisDOT to reach out to other states for possible solutions.

Some members stated they have experienced reliability, billing, and cost problems with Canadian Northern (CN) Railway. They stated that CN has a history of acquiring short line rail operations. Many members feel that CN is not interested in picking up freight in Wisconsin and is instead interested in hauling long distance routes through Wisconsin. Some members stated they felt CN is not providing the service they agreed to when they took over Wisconsin Central Railway.

Some members acknowledged low-density rail lines inherently offer less service and must charge higher rates. It was also noted most rail companies historically have not been in the short haul business.

Many members expressed their support for preservation of short lines. They feel short line rail operations are crucial for Wisconsin manufacturers. They also support preservation of track for future rail use and do not support rail-to-trail initiatives.

### **d. Intermodal Transportation**

Members noted their support for intermodal opportunities. They would like to see more truck-rail connections. Access, safety, and availability are issues for containerized shipping. More terminals are needed. Members acknowledged more rail options and intermodal options are needed to reduce truck congestion. Again it was mentioned that inbound materials are often tied to rail and outbound materials delivered by truck. The lack of intermodal facilities is creating a market imbalance. They also acknowledged there are intermodal opportunities with Lake Michigan and the Mississippi.

The Council also supported the concept of targeting local roads that connected their facilities, ports and rail facilities with the state highway and interstate system.

A Council member noted a public/private effort in Minnesota. A group of businesses identified a common need (clay handling facility) and worked to construct the facility at the Port of Duluth. It was suggested that the state could potentially help the paper industry identify common usages here in Wisconsin.

### **e. Other Issues**

Access to ramps is an issue. It is not cost effective to ship to Chicago.

Some members noted the trucking industry should receive the same government investments as the rail industry.

It was stated Wisconsin's fuel tax is high, compared to other states in the U.S. Members also stated that new engine requirements make trucking less economically viable.

Members would like to see the transportation system set up to handle congestion safely. Highway and interstate improvements are necessary.

Air service is adequate. They would like to see improved links to O'Hare from regional facilities.

Council member stated that the Transportation Economic Assistance (TEA) program is a useful program for job creation, but a parallel program that provides funds to maintain current business opportunities is needed as well

Council members noted that labor shortages are becoming an issue – it seems to be harder to recruit truckers in Wisconsin.

The basic conclusion of the group was that the transportation system must provide the options necessary to keep Wisconsin competitive in the regional, national and international market.

At the conclusion of the meeting the members agreed to develop a transportation committee to continue to discuss these issues. The council agreed to share any suggestions or recommendations of the transportation committee with WisDOT.